

Gorman Survey District  
Gorman  
Multiple, private

late 19th c.

Gorman, named in honor of Maryland Senator Arthur Pue Gorman, grew up in the shadow of its "sister town" Gorman, West Virginia. Gorman had its origins in 1830, and by 1853 had established a tannery, which would later become one of the town's major industries. Gorman did not come into existence until the late nineteenth century when the railroad passed through this area, making accessible the Potomac Valley's rich coal and timber resources. It was the coal mining industry that caused Gorman's growth. The district is composed of twenty-two buildings, the majority of which are two story, gable-roofed, three bay by one bay, frame dwellings with porch and rear wing variations.

## INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

Gorman

AND/OR COMMON

Gorman Survey District

**2 LOCATION**

STREET &amp; NUMBER

Md. Rt. 560 at junction with US Rt. 50

CITY, TOWN

Gorman

VICINITY OF

CONGRESSIONAL DISTRICT

6th

STATE

Maryland

COUNTY

Garrett County

**3 CLASSIFICATION**

## CATEGORY

☒ DISTRICT☐ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT

## OWNERSHIP

☐ PUBLIC☒ PRIVATE☐ BOTH

## PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

## STATUS

☒ OCCUPIED☐ UNOCCUPIED☐ WORK IN PROGRESS

## ACCESSIBLE

☒ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

## PRESENT USE

☐ AGRICULTURE☐ COMMERCIAL☐ EDUCATIONAL☐ ENTERTAINMENT☐ GOVERNMENT☐ INDUSTRIAL☐ MILITARY☐ MUSEUM☐ PARK☐ PRIVATE RESIDENCE☐ RELIGIOUS☐ SCIENTIFIC☐ TRANSPORTATION☐ OTHER:**4 OWNER OF PROPERTY**

NAME

Multiple (see continuation sheet)

Telephone #:

STREET &amp; NUMBER

CITY, TOWN

VICINITY OF

STATE, zip code

**5 LOCATION OF LEGAL DESCRIPTION**COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Garrett County Courthouse

Liber #:

Folio #:

STREET &amp; NUMBER

Third and Alder Streets

CITY, TOWN

Oakland

STATE

Maryland 21550

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

None

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

The Gorman Historic District is a group of twenty-two buildings located at the junction of Maryland Route 560 and US Route 50, on the northern bank of the North Branch Potomac River. The town is laid out along two parallel roads: Md. Rt. 560 and an unnamed, dead end road to the west. The terrain is very hilly, rising sharply on both sides of Md. Rt. 560, and sloping gently down to the river. The Western Maryland Railroad passes through the southern edge of the district, following the path of the river on the Maryland side. Goermania is located directly across the river in West Virginia.

The district is composed of twenty-two buildings, fifteen of them dating from the late nineteenth to the early twentieth century. The other seven are modern intrusions. The fifteen period structures are all frame dwellings, the majority of which are two story, gable-roofed, three bay by one bay plans with porch and rear wing variations. Very few of these houses retain their original weatherboard siding or other exterior details.

The modern buildings include a small restaurant, the Gorman Volunteer Fire Department, and several dwellings.

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES      late 19th century      BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Gorman, named in honor of Maryland senator Arthur Pue Gorman, grew up in the shadow of its "sister town" Gorman, West Virginia. Gorman had its origins in 1830, and by 1853 had established a tannery which would later become one of the town's major industries.<sup>1</sup> Judging from its style of buildings, Gorman did not come into existence until the late nineteenth century when the railroad passed through this area. The West Virginia Central and Pittsburgh Railway, which later became a part of the Western Maryland Railroad, reached Gorman by 1882, making accessible the Potomac Valley's rich coal and timber resources.<sup>2</sup> It was the coal mining industry that caused Gorman's growth. Although today Gorman is primarily residential, at one time it boasted a hotel and a feed mill.<sup>3</sup>

CONTINUE ON SEPARATE SHEET IF NECESSARY

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

- <sup>1</sup> Merritt Wilson, Jr. The Wilson Family. (Athens, Ohio: Lawhead Press, 1971) pp. 496, 498.
- <sup>2</sup> Benjamin F. G. Kline, Jr. Tall Pines and Winding Rivers. 1976, p. 69.
- <sup>3</sup> The Wilson Family, p. 497.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

VERBAL BOUNDARY DESCRIPTION \_\_\_\_\_

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

Valerie Cesna, Historic Sites Surveyor

ORGANIZATION

Maryland Historical Trust/Bureau of Mines

DATE

January 1981

STREET &amp; NUMBER

Shaw House, 21 State Circle

TELEPHONE

(301) 269-2438

CITY OR TOWN

Annapolis

STATE

Maryland 21401

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438

Wilson, Merritt, Jr. The Wilson Family. Laashead  
Press, Athens, Ohio, 1971.

G-V-B-093

Roy O. Rafter in the year 1908. It was a steam car of approved pattern and is still in town.

The money purse of Thomas Wilson is at this time in the possession of Mr. G. Bert Pew, who is a great grandson of Thomas Wilson.

Thomas Wilson and Elisha McCrobie were one night fishing for eels at what is known as Dill Hole. Everything was progressing nicely until McCrobie let a yell escape him and told Mr. Wilson that he was snake bitten. A large copperhead snake on which McCrobie had sat down on had bitten him and Wilson promptly took his knife, which was reported to always been kept with a razor sharp edge, and cut out the affected part. After dressing the wound with a cud of tobacco, he put the piece cut from Mr. McCrobie on a hook and said, "Never mind, McCrobie, I will catch you an eel with that!" and went on fishing.

In the year 1887 Mr. Henry Hamill settled at what is at present known as the Hamill farm. This farm is still actively producing and at this time is under the management of Mrs. Rebecca Hutson, daughter of Henry Hamill.

During the month of November, 1889, the first coal was loaded from the mine known as the North American. Owing to the excellent quality of this coal for steam purposes it has always had a market and given satisfaction to the large and varied industries in which it has been used.

Near the Thomas Wilson home, until recent years was located a stone with a hollowed out circular rim in which the Indians long ago mortared or crushed their own corn for bread.

And in this year of 1926 the town of Kitzmiller with its cement streets, electric lights and power, excellent schools and varied churches and strong bank, will hold its own with any town in this section.

They leave us, but they always come back, or wish they could.

#### Population of Kitzmiller

1910	865
1920	1,044
1930	827
1940	870
1950	652
1960	535

#### → GORMAN

The following article on Gorman is from The Glades Star, June 30, 1953. Which credited the Schaeffer family's book From Baltimore, Md., and Charleston, W. Va.

Gorman, Maryland had its origin similar to that of Gorman, W. Va., as it is a sister town. The Potomac River forms the state border at this point. The town was at first called North Branch, later Elkins and still later Gorman, that name coming into usage when the West Virginia and Pittsburgh Railroad was extended to that point. The town then assumed the present name of Gorman, so named in honor of Senator Arthur Pue Gorman of Maryland. Gorman has a splendid climate, rich

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*coal mines, and here is found the highest mountain peak, Fort Pendleton.*

*Among the pioneers were: Louis Nydegger, John Steyer, William Hay, Payton Tabb, Ernest Stilley, John White, Benjamin Harvey, and James Chisholm, Sr.*

*Among the business men of Gorman are: Jacob Dilgard, hotel; H. G. Duling, feed mill; B. White, blacksmith; Howard Ridder, carpenter; Grove Duling, wholesale groceries.*

*Two little letters "i" and "a" placed on the end of Gorman and you have Gormanian on the opposite side of the river. I cannot see why two names with similar origin and topography should have two names when one is found in the other. I presume the state line has significant meaning.*

*The two towns are found in the beautiful valley of the Potomac, surrounded by seven hills: The Althouse's, Hoffman's, Gilbert's, Eger's, Ridder's, Schaeffer's, and Rinker's. The two towns are twelve miles from Oakland. The climate of this community is healthful and invigorating and numerous springs of pure cold water are to be found. Rich veins of coal are found beneath the hills with prospects of oil and gas.*

*Gormanian is situated on the right bank of the Potomac where the Northwestern Turnpike crosses the river. Jacob Schaeffer bought the land where the town is located of John G. Brant for one hundred and fifty dollars, and during the Civil War sold it to Bailey Tabb, who in a short time conveyed it to his son, Elliott Tabb, who sold it to Isabella Cooper in 1875 for nine hundred dollars, and she to Lloyd L. McCrum for one thousand eight hundred dollars cash. McCrum sold it a few days later, 1889, to John G. Hoffman and Sons Company of Wheeling, West Virginia for one thousand eight hundred, and one lot north of the Pike for one thousand five hundred dollars.*

*J. G. Hoffman and Sons Company have a beautiful summer residence here, located on a hill on the Maryland side of the Potomac and in a beautiful grove. They own and operate in Gormanian one of the largest tanneries in the state.*

*Jacob Rhodes Schaeffer, third oldest son of Jacob Schaeffer, who now lives in Missouri, aged seventy-six, was the first man engaged in the tannery business at this place. He owned and operated a tannery from 1853 to 1858. He closed his business here and went to Carroll City, Missouri, where he engaged in the same profession until he was compelled to leave the state for safety during the border warfare in 1863. He was captured the third time, and in the last one was placed upon the executioner's stand, and while waiting the order to fire, the commanding officer recognized him as a brother in the fraternity of Odd Fellowship.*

*Looking up to the West of the two towns you see the historic sight of Fort Pendleton. It can be seen from all roads leading into town as it towers above the tree tops. Deep trenches were dug on the summit forming a large square, and a trench deep enough for men to walk thereby being concealed from the enemy. The trench was dug in a zigzag, and led to the pike at the foot of the hill near the Potomac bridge.*

*It was an ideal place for a fort commanding a good view of the surrounding countryside. The trenches are all sodded over but are almost as distinct as when first made.*

*The hillsides of this fort were heavily timbered which the soldiers chopped down, thus removing every obstruction between the fort and the roads over which the enemy must pass.*

The fort took its name from the old pioneer settler, Philip Pendleton, who owned and occupied it before and after the Civil War, when it fell to Green Pendleton, who kept a large summer resort here, but on the opposite side of the Northwestern Turnpike. Shortly after, William Deakin became possessor of the property, continuing the former's business and occupied it until it was consumed by fire in 1888. It was never rebuilt. The site is a good one and it would pay some enterprising man to buy this property and keep a summer resort.

For the main facts in the conclusion of this history we are indebted to one of the old soldiers who helped construct same, John F. Moses, who is now editor of a Republican paper published in Rushville, Indiana.

He said to me in my office:

*"Old Fort Pendleton was built in August, 1861, by the Fourth Ohio Volunteer Infantry, commanded by Lieutenant-Colonel Cantwell, and part of the time by Colonel John S. Mason. The regiment arrived on the hill, August 8, 1861, and on Oct. 23, 1861, the command moved to Romney, capturing it and remaining there until the January following. One company was left in the fort for some two months; then by order blew up the magazine, spiked their one brass cannon and marched to Oakland and joined the regiment." Courtesy of Schaeffer Family.*

The oldest house was erected in 1839-40 by Jacob Schaeffer assisted by his son James Henry, who was only thirteen years of age. He resided here a number of years, keeping an inn during the great traffic that was carried on over the Allegheny Mountains by way of the Northwestern Turnpike, which was one of the best macadamized roads in America. At this time there were no railroads of any extent in the country. The B and O was constructed between Baltimore and Washington in 1844, and some years later continued westward. During this time hogs, cattle, sheep, and turkeys and geese were driven over the great national highway.

Flour, pork, salt, hardware, merchandise, etc., were hauled over this road with four and six horse teams. He also kept a tollgate here and it was here he learned the cabinet-making trade. Many of his make of bedsteads, bureaus, and safes are still in the homes of many residents, especially the oldest settlers.

### FACTS ABOUT GORMAN AND GORMANIA

Jacob Schaeffer erected the first log house. He was the first postmaster. His son Jacob Rhodes was the first tanner.

The towns are surrounded by seven hills.

Gorman had its origin in 1830. In 1839 the town was called Schaefferville. Later it was called Elkins, so called after Stephen Benton Elkins, then vice-president of the West Virginia Central and Pittsburgh Railroad. Later it was changed to Gorman in honor of Senator Pue Gorman of Maryland. The first name was called the North Branch.

Gorman has two churches — Presbyterian and Methodist.

Charles H. Ferree built the stone foundation for the Methodist Church.

On May 19, 1927, this church was destroyed by a tornado. Rebuilt the same year from concrete blocks made by Luther Riley and stuccoed. It was dedicated September 4, 1927, by J. B. Merryman of Keyser.

The elevation is 2412 feet.

You can look west and see historic Fort Pendleton.

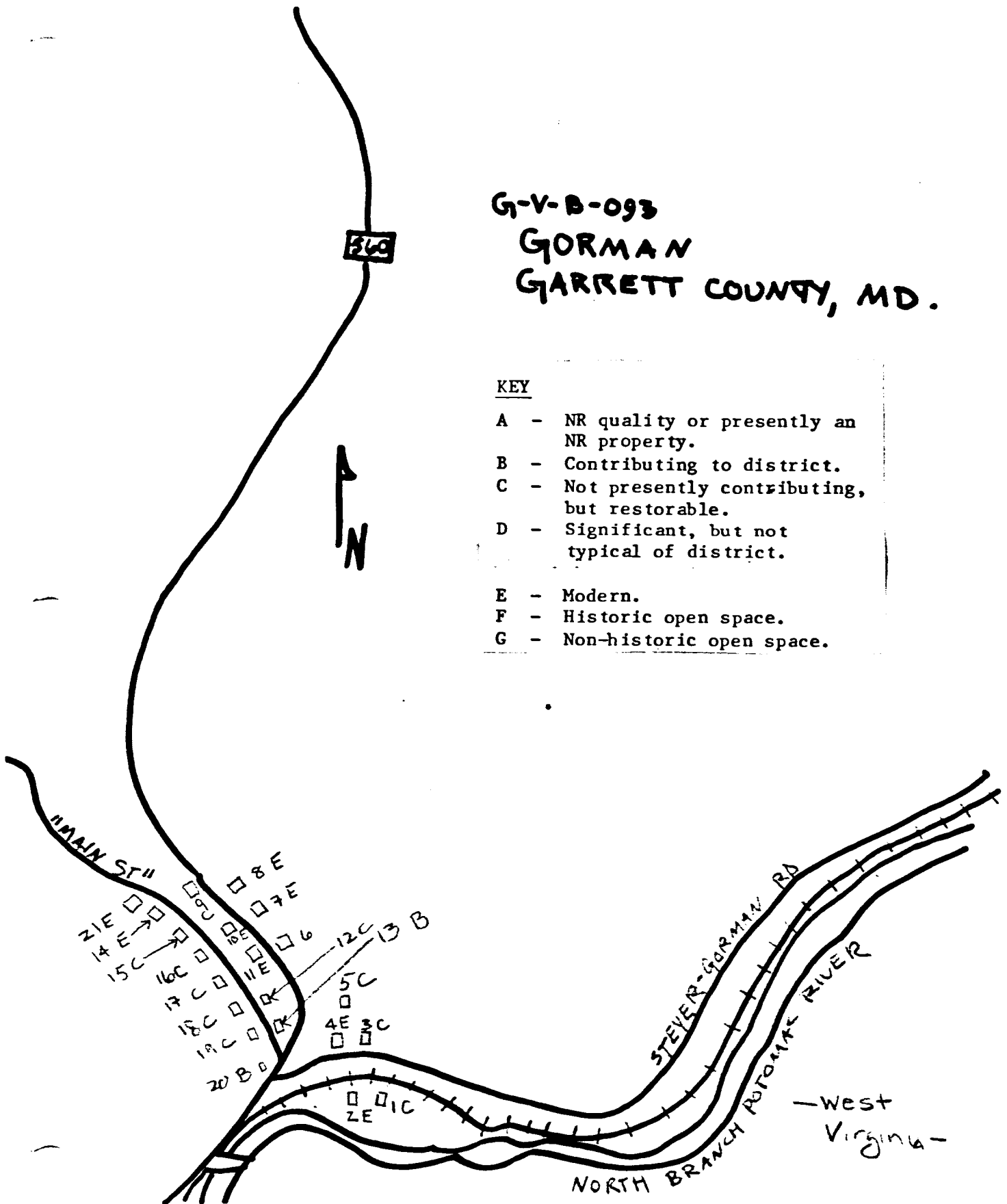
The Indians called Potomac "Co-hon-go-ru-ta," meaning the river of wild geese.



G-V-B-093  
GORMAN  
GARRETT COUNTY, MD.

**KEY**

- A - NR quality or presently an NR property.
- B - Contributing to district.
- C - Not presently contributing, but restorable.
- D - Significant, but not typical of district.
- E - Modern.
- F - Historic open space.
- G - Non-historic open space.

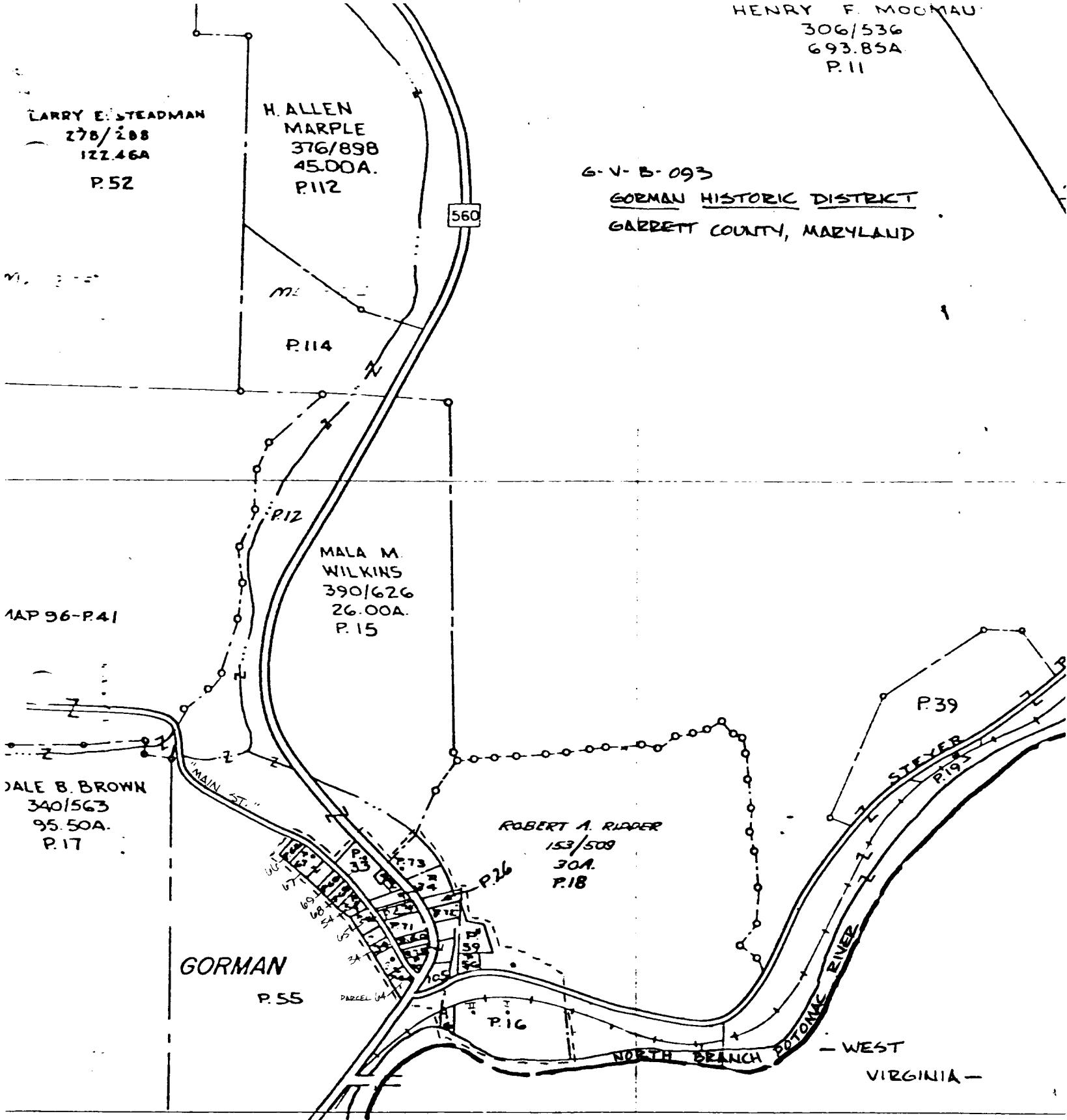


HENRY F. MOGMAU  
306/536  
693.85A  
P.11

LARRY E. STEADMAN  
278/288  
122.46A  
P.52

H. ALLEN  
MARPLE  
376/898  
45.00A.  
P.112

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GORMAN HISTORIC DISTRICT  
GARRETT COUNTY, MARYLAND



M. 3-5

M2

P.114

P.12

MALA M.  
WILKINS  
390/626  
26.00A.  
P.15

MAP 96-P.41

DALE B. BROWN  
340/563  
95.50A.  
P.17

ROBERT A. RIDDER  
153/508  
30A.  
P.18

P.39

STEYER  
P.19

GORMAN

P.55

PARCEL 1A

P.16

NORTH BRANCH POTOMAC RIVER

WEST VIRGINIA

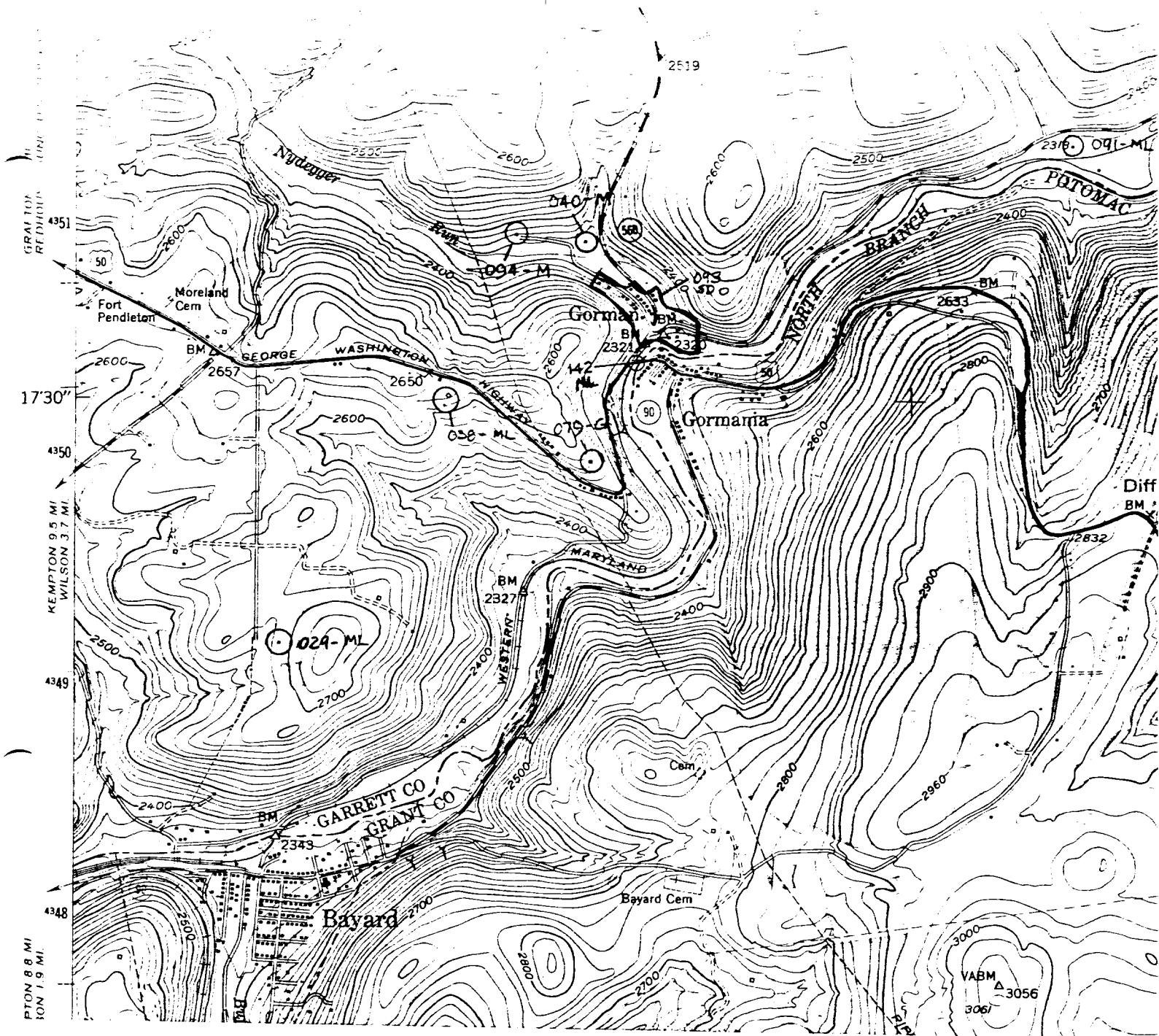
• = BUILDING  
--- = DISTRICT  
BOUNDARY

COPYRIGHT-MAP DIVISION-1967  
MD. DEPT. OF ASSESS. & TAX.

BASE MAP CONSTRUCTED:  
FROM 19 QUAD  
PLANIMETRY REV. TO:  
MAP DRAWN:

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VALERIE CESNA  
JANUARY 1982



Gorman, WV-MD  
 USGS 7.5 Minute Series  
 Scale 1:24,000  
 1948; photorevised 1974

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 Gorman Survey District  
 MD Route 560, at junction  
 with US Route 50



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Gorman Survey District

Garrett Co.

V. Cesna 10/81

Photocopy; Flood in Gorman-undat<sub>ed</sub>



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Gorman Survey District

Garrett Co.

V. Cesna 10/81

Looking SW down tracks toward  
Gorman Bridge





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Gorman Survey District

Garrett Co.

V. Cesna 10/81

SW side of street



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Gorman Survey District

Garrett Co.

V. Cesna 10/81

SW elev.; Parcel 60



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Gorman Survey District

Garrett Co.

V. Cesna 10/81

Parcel 72



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Gorman Survey District

Garrett Co.

V. Cesna 10/81

SW elev,; Parcel 78





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Gorman Survey District

Garrett Co.

V. Cesna

Rear: SW & SE elevs. Parcel 33



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Gorman Survey District

Garrett Co.

V. Cesna 10/81

Parcel 33